

# **State Route 99 North Route Development Plan**

## **RDP Development Case Study**

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# Corridor's Mobility Characteristics

- SR 99 North or Aurora Avenue North is a significant regional route and a critical parallel north–south arterial to I-5.
- Average annual daily traffic (AADT) on the corridor ranges from 38,800 to 84,700—dependent on location.
- The entire corridor experiences noticeable to significant travel delays during the a.m. and p.m. peak periods
- By 2030 majority of the corridor will have failing levels of service (LOS E and LOS F) – with traffic growth in sections of the corridor increasing by as much as 39%



*Traffic congestion northbound near SR 99 North and North 103<sup>rd</sup> Street*

# SR 99 North Corridor Characteristics

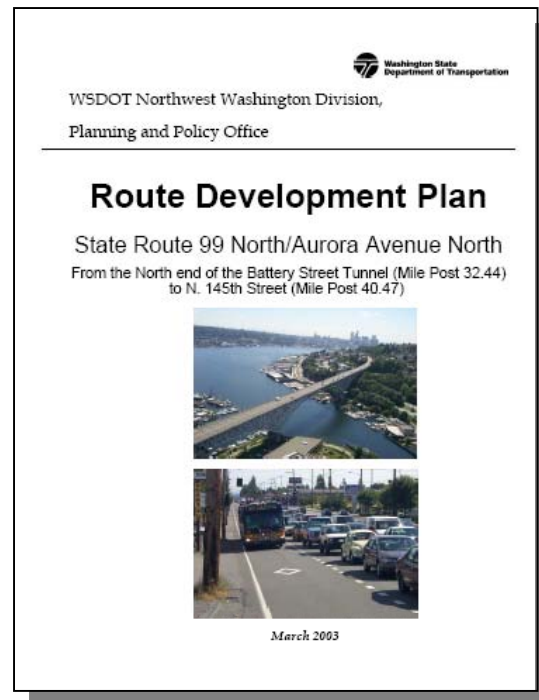
- Corridor carries local and regional bus service to downtown Seattle and is also a significant freight corridor.
- Corridor part of the Transit Priority Network in the City of Seattle's Comprehensive Plan.
- Corridor identified as a candidate for a future bus rapid transit investments in King County Metro's Six Year Transit Development Plan



*Bus using Business Access and Transit Lane (BAT Lane) on SR 99 North and North 117<sup>th</sup> Street*

# Purpose of the Study

The purpose of the SR 99 North Corridor Study was to develop a long-range plan that supports mobility and safety improvements for SR 99 North.



# Who is responsible for improvements on SR 99 North?

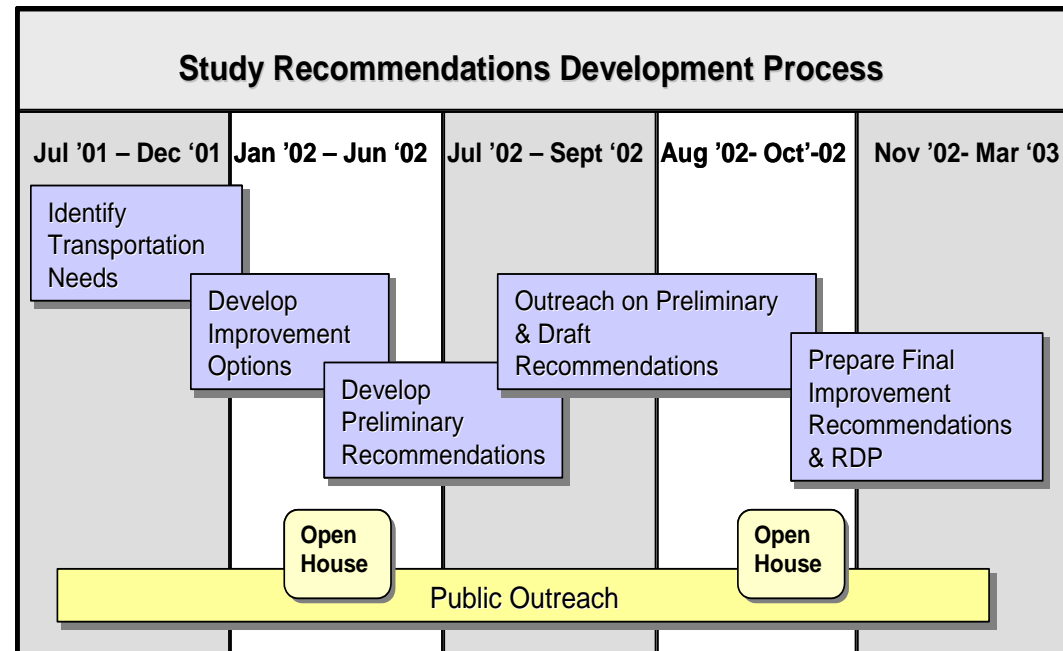
- Although SR 99 North project corridor is a state owned roadway, traffic operation improvements are the responsibility of the City of Seattle.
- State law RCW 47.24.020 requires cities with a population over 22,500 to be responsible for traffic operation improvements such as traffic signals, left-turn restrictions, parking restrictions, and bus lane designations.
- WSDOT is responsible for repaving SR 99 North and approving the City's channelization plans and traffic signal installations.
- King County Metro is responsible for funding and operating bus service on SR 99 North.

# Study Development Process

- RDP developed using a collaborative process lead by WSDOT in close partnership with the City of Seattle and King County Metro.
- In addition to jointly developing near term and long term corridor improvement recommendations staff from all three agencies involved in stakeholder/ public outreach and media relations.
- Planning process coordinated with the City of Shoreline's Aurora Improvements.

# Study Development Process

- RDP guided by SR 99 North Corridor Study Joint Policy and Technical Steering Committee
- Joint Committee composed of transportation technical and policy experts from WSDOT, the City of Seattle, King County Metro, and the City of Shoreline.



- Input provided by a Stakeholder Advisory Committee, community and business organizations, and interested members of the public.
- Stakeholder Advisory Committee was composed of representatives from local community councils, business interests, and bicycle, pedestrian, and transit advocates.

# Overview of Community Issues Considered

- Business access
- Traffic Operation Improvements
- Non-motorized safety (both along and across)
- Aurora Bridge vehicle and non-motorized safety
- Need for additional signage (non-motorized/motorized)
- Excessive alcohol consumption
- Security issues



# Key Outcomes of Study

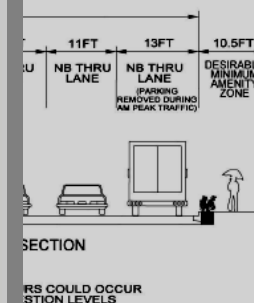
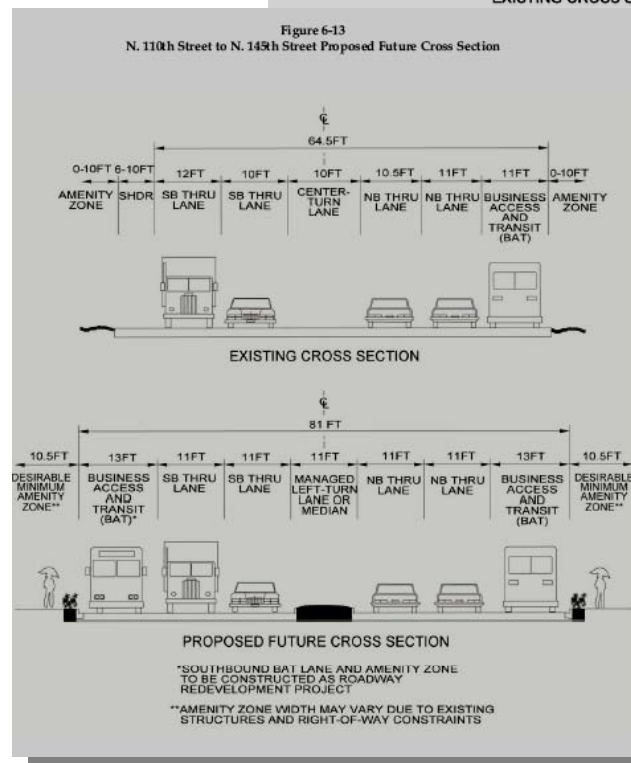
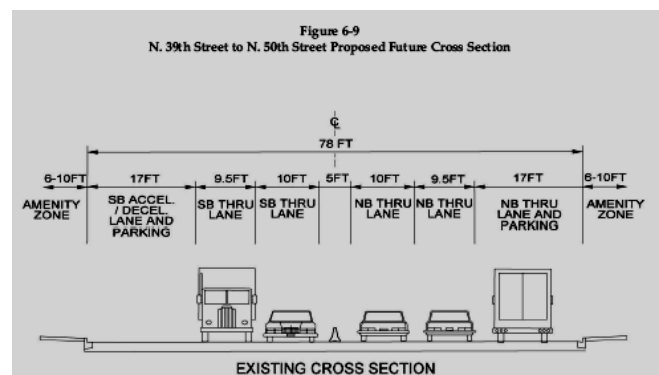
- Defined process for the partnering agencies to make long-range operational decisions
- Near-term and long-term improvement recommendations based on results of interagency coordination, technical analysis and extensive public involvement
- Safety improvement recommendations for specific locations with a high number of vehicle and/or pedestrian accidents
- Long-range cross-sections for new development - that did not limit future mobility and safety improvement options
- Approach for matching up with the City of Shoreline's Aurora Corridor Plan

# Near Term Mobility Recommendations

- Maximize the people moving capacity of the corridor northbound and southbound during peak periods of congestion
- As feasible, maintain and improve freight access and mobility along the corridor
- Continue traffic signal operational improvements
- Continue transit speed and reliability improvements to maximize the people carrying capacity of the corridor.

# Typical Cross-sections for Future Redevelopment

- Project partners jointly developed typical cross-sections for future redevelopment of the corridor
- Agreed upon cross-sections including design deviations that took into consideration context sensitive design




# Partners Approval of RDP Recommendations


A critical goal of the RDP development process was buy-in and approval of RDP recommendations by all partnering agencies

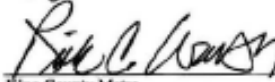
Washington State Department of Transportation  
Northwest Washington Division, Planning and Policy Office  
Route Development Plan, State Route 99 North: MP 32.44 to MP 40.47


Approved by:

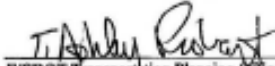
 3/25/03  
Northwest Region Administrator Date


Concurrence:

 4.4.03  
City of Seattle Date

 4/10/03  
King County Metro Date

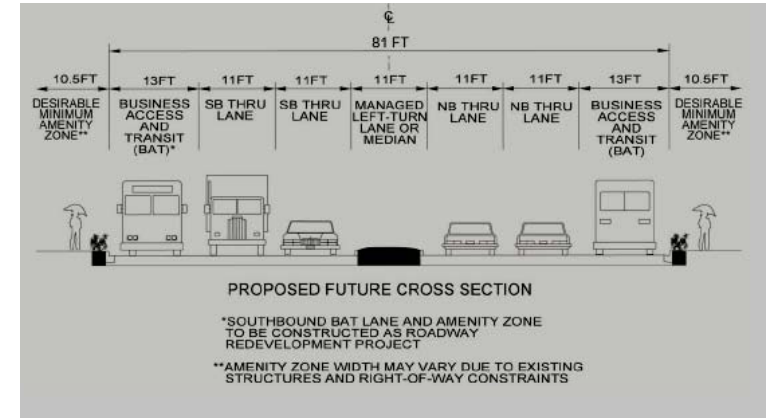
 3-26-03  
~~Assistant~~ WSDOT State Design Engineer, Headquarters Date

 3-26-03  
WSDOT Transportation Planning Office Manager, Headquarters Date

 3/26/03  
WSDOT Program Management, Headquarters Date

# City of Seattle Moving Forward with RDP recommendation

Seattle DOT beginning preliminary engineering and environmental review of the corridor study's "North Focus Area" from North 110th Street to North 145th Street.



## Proposed Improvements

- Construct sidewalks and landscaping on both sides of Aurora Avenue North
- Improve pedestrian crossings at intersections
- Add a southbound business access and transit (BAT) lane
- Add a raised median, series of medians, or central lane with defined left-turns and u-turns
- Widen existing lanes

## Project Schedule

- SDOT is expected to develop final design of project by Winter-Summer 2006